

In the Claims:

Listing of Claims:

1 - 33: cancelled

34.(Cancelled)      A tire-pressure regulating system for regulating the pressure of a tire mounted on a vehicle having a combustion engine with a turbocharger, the turbocharger being a compressed-air source for the tire-pressure regulating system, characterized by:

the turbocharger having a variable geometry; and

a controller connected to the turbocharger, the controller controlling turbocharger geometry to increase air pressure when filling the tire.

35.(Cancelled)      The tire-pressure regulating system according to Claim 34, wherein:

the geometry of the turbocharger can be changed by an adjustment of blades.

36.(Cancelled)      The tire-pressure regulating system according to Claim 35, wherein:

the blades are changed with reference to a charged air compressor part of the turbocharger.

37.(Cancelled)      The tire-pressure regulating system according to Claim 35, wherein:

the blades are changed with reference to an exhaust gas turbine part of the turbocharger.

38.(Cancelled)      The tire-pressure regulating system according to Claim 34, wherein:

the geometry of the turbocharger can be changed with the help of a diaphragm dashpot connected to the turbocharger; and

an electrically-driven vacuum pump connected to the diaphragm dashpot charges the diaphragm dashpot with low pressure.

39.(Cancelled)      The tire-pressure regulating system according to Claim 38, wherein:

the pressure between the vacuum pump and the diaphragm dashpot can be reduced, so that the turbocharger assumes a geometry corresponding to this state.

40.(Cancelled)      The tire-pressure regulating system according to Claim 34, wherein:

the controller controls the geometry of the turbocharger in response to

electrical signals.

41.(Cancelled) The tire-pressure regulating system according to Claim 34, further comprising:

a sensor which detects a pressure or temperature of upstream or downstream of the engine.

42.(Cancelled) The tire-pressure regulating system according to Claim 40, wherein:

the controller receives engine rpm and/or the load information.

43.(Cancelled) The tire-pressure regulating system according to Claim 40, wherein:

the controller controls the engine and the tire-pressure regulating system.

44.(cancelled) The tire-pressure regulating system according to claim 33, wherein:

the geometry of the turbocharger is changed according to a function.

45.(Cancelled) The tire-pressure regulating system according to Claim 44, wherein:

the function depends on a profile of charged air pressure after a compression stage of the turbocharger.

46.(Cancelled) The tire-pressure regulating system according to Claim 40, wherein:

the geometry of the turbocharger is changed such that functional values of an additional function are not exceeded.

47.(Cancelled) The tire-pressure regulating system according to Claim 46, wherein:

the change to the geometry of the turbocharger depends on an rpm of the turbocharger.

48.(Cancelled) The tire-pressure regulating system according to Claim 40, further comprising:

sensors for sensing turbocharger geometry are connected to the controller.

49.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

the engine is operated within preset rpm limits when adding air to or letting air out of the tire.

50.(Cancelled) The tire-pressure regulating system according to Claim 34, further comprising:

a waste gas valve connected to a charged air channel of the engine.

51.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

an additional air compressor is connected after the turbocharger.

52.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

a charged air cooler is provided in a suction channel between the turbocharger and the engine.

53.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

a connecting line connects the turbocharger to a wheel.

54.(Cancelled) The tire-pressure regulating system according to Claim 53, wherein:

the connecting line is mounted permanently to the vehicle, and includes a rotary transmission leadthrough for transmitting the air between a rotating wheel and a stationary part of the vehicle.

55.(Cancelled) The tire-pressure regulating system according to Claim 53, wherein:

the connecting line can be connected by hand with a flexible hose coupling.

56.(currently amended) The tire-pressure regulating system according to Claim ~~67~~ 55, wherein:

one end of the hose coupling ~~can be connected~~ is reversibly connectable to a wheel side coupling system with a quick connect system.

57.(currently amended) The tire-pressure regulating system according to Claim 56, wherein:

an other end of the hose coupling is connectable ~~can be connected~~ to a vehicle side coupling connection.

58.(currently amended) The tire-pressure regulating system according to Claim ~~67~~ 55, wherein:

an end of the hose coupling has a self locking quick connect coupling.

59.(currently amended) The tire-pressure regulating system according to Claim ~~67~~ 55, wherein:

the hose coupling has an open diameter of at least 1/2 inch.

60.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

an automatic pressure switch limits tire pressurization.

61.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

an automatic pressure switch limits tire pressurization to a lower limit.

62.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

a non return valve is arranged between the turbocharger and the tire and prevents a high pressure coming from the tire from acting on the turbocharger.

63.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

a pressure-limiting valve damps the sound generated when air is let out of the tire.

64.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

a manometer displays to a vehicle operator the air pressure in the tire-pressure regulating system or in the tire.

65.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

each tire of the vehicle can be set with a different air pressure, wherein preferably the tires allocated to each axle of the vehicle have essentially the same air pressure.

66.(Cancelled) The tire-pressure regulating system according to Claim 34, wherein:

the air pressure of a trailer tire can be adjusted with the tire-pressure regulating system, and an air pressure of the trailer tire can be set different than the an air pressure of a vehicle tire.

67.(new) A tire-pressure regulating system for regulating the pressure of a tire mounted on a vehicle having a combustion engine with a turbocharger, the turbocharger being a compressed-air source for the tire-pressure regulating system,

characterized by:

the turbocharger having a variable geometry;

a connecting line connecting the turbocharger to the tire;

a flexible hose coupling for manually connecting the connecting line to the turbocharger; and

a controller connected to the turbocharger, the controller controlling turbocharger geometry to increase air pressure when filling the tire.

68.(new) A tire-pressure regulating system for regulating the pressure of a tire mounted on a vehicle having a combustion engine with a turbocharger, the turbocharger being a compressed-air source for the tire-pressure regulating system, characterized by:

the turbocharger having a variable geometry;

a controller connected to the turbocharger, the controller controlling turbocharger geometry to increase air pressure when filling the tire; and

a non return valve arranged between the turbocharger and the tire, the non return valve preventing a high pressure coming from the tire from acting on the turbocharger.

69.(new) A tire-pressure regulating system for regulating the pressure of a tire mounted on a vehicle having a combustion engine with a turbocharger, the turbocharger being a compressed-air source for the tire-pressure regulating system, characterized by:

the turbocharger having a variable geometry;

a controller connected to the turbocharger, the controller controlling turbocharger geometry to increase air pressure when filling the tire; and

a pressure-limiting valve damps sound generated when air is let out of the tire.